

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



Founders of the
US Scale Masters Championships

SCALE DIMENSION

Official Newsletter of the Scale Squadron of Southern California

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Squadron
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On the Cover

1. **Ruben Zadoyan's big P-51 Mustang *Petie 2nd*** looking beautiful on a high-speed flyby.
2. **Michelle Nolan's Lockheed T-33 Shooting Star** in Boeing Logistics livery just touching down.
3. **Travel Air Type R Mystery Ship** belonging to **Robert Stanley** in an eye-catching show pass during the 2021 Warbirds & Classics event.



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COMMANDER'S VIEW



Sam Wright Commander

Make Model Aviation Great Again

Hello all and a Very Merry Christmas to you and your family!

Yes, I am old school and cannot buy into the “Seasons Greeting” thing—part of my upbringing which seems to be fading away in our society. I suppose that is what keeps us happy with our R/C Scale Miniature Aircraft. I know it works for me and it is much less expensive than therapy.

Under normal circumstances this would be my last letter as your Commander of the Scale Squadron. Our board and membership has voted to continue on with the present board of directors in place under the “*If it ain't broke, don't fix it*” program. I had to agree wholeheartedly, that the current Board has done an outstanding job not only as board members, but as a team.

It was then suggested I continue until I head to North Carolina late next May. With our **Warbirds & Classics** date pretty much firmed up for **June 3-5, 2022**, should that date hold, I will extend into that week to act as the Event CD and Announcer again. The date has yet to be confirmed by OC Parks, but looks good so far. Hopefully by Tim Cardin can provide us an update very soon.

All this reminiscing about my involvement with Scale Squadron reminded me of some of the best times with this organization. I have included photos of a couple of my favorites.

Our Christmas Party is right around the corner and Santa said he will stop by with goodies for the big boys and a lot of girls too!

Here's me with the Beech Staggerwing that I framed up and Tim Cardin finished. Tim campaigned (and did very well with) this model in several Scale Masters events.



c2010(?) Scale Squadron Board of Directors & others (left to right) Greg Tracey from Sydney, Australia, Randy Wilbur, me, Jim Reed, Gordon Truax.



If you have not sent **Ed Woodson** or **Mike Greenshields** an RSVP, please do so now so Mike can have a better count for the

caterer. The menu will be from **Stonefire Grill** and will include steak, chicken, and all the usual sides. So there should be something for everyone, including special plates.

There will be no Squadron Business that night which replaces our normal squadron meeting. So don your casual Christmas best and let's have some fun. This is also a thank you for all your hard work at our last event and a big thank you to spouses, and significant others who were there to make putting on an event more enjoyable.

No Show & Tell this time but back in full force with our regular program January 10, 2022.

Where does time go when your having fun? I know it seems to whizz by a lot faster than before.

I will see you all at our Christmas Party and let's enjoy the company of others and have a great evening!

Sam Wright, Commander

Commander@ScaleSquadron.com



EDITOR'S NOTES

Oh, man! Lots going on this month! I've spent a lot of time at the field (sure wish I would see more Scale Squadron members there), including a couple days with my sister who was visiting from Florida. We put her on a buddy box and she did a great job for someone who never held a transmitter. I'd kinda forgotten what it's like to be able to bring someone new into the R/C world. I don't think my sister will run home, buy a model, and get hooked into a local flying club but I know she enjoyed herself and I enjoyed the opportunity to share some knowledge and skills.

Palm Springs Air Museum

My wife retired earlier this month and we spent a week or so in Palm Springs on vacation. Part of that time we spent at the **Palm Spring Air Museum** which is a fascinating destination. See my story beginning on **Page 5**.

I'm only a little embarrassed to say that, up to now, I've never attended a **Scale Squadron Christmas Party**, but I'm going to start this month. The 2021 party will be at the usual meeting place on **Monday December 13, 2021** beginning at 6:30pm. **Commander Sam Wright** talks about it in his column on **Page 3** and there's more information on the December meeting announcement on **Page 19**. If you have any questions, feel free to contact any of the Board members for details. I'm *totally* looking forward to this for a few reasons, not the least of which is the **Stonefire Grill** menu. It will be nice to see you all there.

Fw 190 A Project

I've made some progress on the **Fw 190 A** project that I'm working on with **Larry Wolfe**. Progress has been a little slow this month (mostly due to my schedule) but check out my report beginning on **Page 13**. I'll remind everyone that if any of you have any comments or suggestions on how this project is progressing, please free to comment away.

We Have a New AMA District 10 VP!

I'd like to take a minute to congratulate **Greg Stone on his election AMA District 10 Vice-President**. Greg worked hard to win this election and we're all happy that he made it. It will be nice to have some representation of SoCal events in *Model Aviation* magazine and a more engaged



Eric Puchalski
Newsletter Editor

channel to the AMA Executive Board. When you get a chance, be sure to let Greg know that he'll have your full support.

Annual OCMA Toys for Tots Event

Just a reminder that the annual **OCMA Toys for Tots** event will be **Saturday, December 11 from 8:00am to 12:00pm**. This is a very worthwhile event and OCMA regularly donates tons of stuff to the Toys for Tots program. Last year alone, Toys for Tots delivered over 20,000 toys to nearly 10,000 families. This is a fun fly format and the entry fee is a new, unwrapped toy worth approximately \$20. Cash is also accepted. Come out to enjoy the field, friends, flying and BBQ lunch with cookies too!

2022 Membership Dues

Your 2022 Scale Squadron and OCMA membership dues are both due in December. Remember that you must have a current AMA membership and FAA UAS registration number in order to renew your membership in both of these organizations. Scale Squadron membership is \$30 for the year and OCMA remains at \$125. Look for an announcement from OCMA regarding the required Safety Briefing and key exchange after the first of the year.

Happy Holidays to all!

Eric Puchalski, Editor
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A DAY AT PALM SPRINGS AIR MUSEUM

by Eric Puchalski

Recently, my wife and I took a few days off and visited some of our favorite haunts in Palm Springs. It's been a while since I took a look at the **Palm Springs Air Museum** and, since we don't go out there very often, I figured I'd drop in and see what they're up to. I'm pretty sure my wife would disagree but I think this was the high point of our trip. The PSAM collection has a heavy emphasis on aircraft that were used in the Pacific Theater during WWII. This is not one of my major areas of interest so I figured we'd spend an hour or so on a whirlwind tour, grab some lunch, and then find something to fill the rest of the day. We ended up spending almost four hours and I still kept seeing new things every time I took another look around.

While the focus is WWII aviation, there is a lot of spillover into other eras and other subjects. For example, probably half of the overall aircraft collection is jets covering the Korea and Vietnam conflicts, right up through the present day. (A recent restoration project has the skins off a **Lockheed F-117 Nighthawk** stealth fighter.) But the combination of airplanes, artifacts, displays, models, presentations, etc. will really help put WWII aviation in the Pacific into perspective.

Two B-17s

When we bought our tickets (\$18.00 each with the AAA discount) we were told there were actually *two Boeing B-17 Flying Fortresses* on site as one had just flown in for a couple days' visit. It turns out this was the titular *Memphis Belle* aircraft that was used in the 1990 war drama film (**Photo 1**). I couldn't help but contrast this with the B-17 *Miss Angela* (**Photo 2**) that is a permanent part of the collection. Both are gorgeous examples of an iconic airplane. But where *Miss Angela* is a highly polished, perfectly preserved beauty pageant winner with nary a blemish, *Memphis Belle* looks like she was "rode hard and put up wet." She shows scratched, weathered, and faded paint, dirt in the creases, oil stains all over, one tire a little lower than the other, rust on the ball turret, etc. (**Photo 3**). Both aircraft are fully operational and obviously well-loved machines and both are well worth seeing; *Miss Angela* because she looks like the perfect example of an amazing airplane, and *Memphis Belle* because she appears to have just returned from another sortie over enemy territory and is happy to be home. (Even if there's no time for a bath.)

Photo 1: B-17 *Memphis Belle* stopped by for the day.



Photo 2: B-17 *Miss Angela* is a part of the PSAM permanent collection.



Photo 3: *Memphis Belle* showing how a little wear and tear can add a lot of character to an airplane (including a model airplane).



Photo 4: One of many restored military vehicles that can be seen at the museum.



A Day at Palm Springs Air Museum

Collection Scope

The PSAM collection includes not only 70+ airplanes (the actual number varies since many of them are operational and may be off on vacation somewhere) but automobiles (Photos 4 & 5), engines (Photo 6), ship models (Photo 7), tons of plastic models, hundreds of artifacts of all kinds, and even a (very) few R/C model airplanes (Photos 8 & 9). There are several video presentations providing background on different subjects and of course many static displays highlighting key events of WWII. The museum also holds an extensive aviation-related library including a complete collection of every *Life* magazine ever published which you can flip through at your leisure.

Ship Models

There is a display comprising a collection of large model ships built by the husband and wife team of **Ed "Skeeter" and Donna Wachtendonk** during the 1980s and 1990s. These magnificent models are scaled from 1:24 to 1:72 and range in size from around 9' to well over 12' in length. I know that doesn't seem like a large model when we regularly see wingspans in that range but when a 1:72 scale yields a 12' model, the amount of detail becomes pretty impressive. Check out the details on the 1:72 model of the **USS Lexington (CV-2)** aircraft carrier (Photo 10). This model is just over 12' long and is complete with several squadrons of aircraft ready for launch (Photo 11). The detail just keeps getting better the closer you look. Check out the details from the **USS Minneapolis (CA-36)** model (Photo 12), **USS Missouri (BB-63)** (Photo 13), **USS Rasher (SS-269)** (Photo 14), and **USS The Sullivans (DD-537)** (Photo 15). The incredible part is that these models were made entirely from scratch by the Wachtendonks *in their spare time between other projects*.

As fellow scale model builders it's easy to appreciate that these are true labors of love.

Photo 5: 1932 Studebaker Dictator on loan from the Studebaker National Foundation.



Photo 6: The Rolls-Royce Griffon is a 2,240 CI (37 liter) liquid-cooled aero engine that was used in many of the RAF's front line aircraft.



Photo 7: Some of the giant ship models built by "Skeeter" & Donna Wachtendonk.



Photo 8: Part of the museum's R/C scale model collection.



Photo 9: The rest of the R/C scale model collection.



A Day at Palm Springs Air Museum

Photo 10: At 1:72 precision scale, this model of the USS Lexington (CV-2) is still just over 12' long!



Photo 11: Control tower and flight deck of 1:72 scale USS Lexington (CV-2) aircraft carrier.



Photo 12: Aircraft launching catapults & recovery cranes on USS Minneapolis (CA-36) cruiser model.



Photo 13: Superstructure of USS Missouri (BB-63) model.



Photo 14: Cutaway hull showing command center and internals of USS Rasher (SS-269) submarine model.



Photo 15: Superstructure and cutaway hull from USS The Sullivans (DD537) destroyer model.



Of Docents, Details & Documentation

You're never out of sight of a docent, all of whom are volunteers and all of whom are happy to spend as much time as you'd like on any aircraft, artifact, or subject. Many of the docents actually flew some of the aircraft that are now in the collection. If you want to know something that the docent doesn't know, he or she will happily set you up with someone who can help. I didn't get a chance to explore the library but I'm told it's extensive.

For me, the best part of the whole museum is: **No ropes!** You can get as close as you'd like and you can even touch (Photo 16). As you move around the aircraft just be sure to

Photo 16: One of four large hangars, each chockablock with airplanes, exhibits, artifacts, maps, and other information. And everything literally at your fingertips.



A Day at Palm Springs Air Museum

watch your head when walking under wings or backing up to get a better photo. (Don't ask how I know that!) There are four major hangars totalling something like 86,000 square feet, plus another 40,000 square feet outside for the Restoration Center, aircraft storage, and individual restoration projects. This is the perfect opportunity to get documentation on details that can only be had when you're up close and personal with the real thing. **Photos 17 through 23** show the level of detail you can capture when you can get right up next to your favorite airplane.

Photo 17: Inside the bomb bay of an A-26 Invader.)



Photo 18: B-17 Flying Fortress *Memphis Belle* ball turret showing typical wear & tear.



Photo 19: F-4F Wildcat landing gear & gear bay covers.



Photo 20: F-4U Corsair left wing leading edge radiator inlet.



Photo 21: F-6F Hellcat wing hinge mechanism.



Photo 22: Unknown aircraft folding wing hinge mechanism & controls.



Photo 23: PBY-5A Catalina nose art, windshield, tiedown cleat, handhold & internal details of wing leading edge.



A Day at Palm Springs Air Museum

Jets

Apparently it was housecleaning day for the jet hangar as all of the jets had been removed from the hangar and were out on the tarmac (**Photos 24 & 25**). This provided a perfect opportunity to get some really nice photos of the airplanes with a little breathing space between them. When they're all back in the hangar they're packed in pretty tight and it's sometimes hard to tell where one jet ends and the next begins. For jet lovers this had to have been a big day.

Remember that **F-9F Panther** project that **Larry Wolfe** has been showing at the meetings? It turns out PSAM has a photo recon version of that airplane and it was parked with the speed brakes deployed. This provided a great opportunity to compare Larry's work with the real deal (**Photo 26**).

Restoration Projects

The museum has several restoration projects going at any one time. Labor is mostly provided by volunteers but funds are required to purchase or make parts. If you have any interest in getting involved with any of these projects, you can donate time or money to a specific restoration. This seems like a much better option than simply writing a check and hoping it gets used for something you're interested in.

Let's Wrap This Up

I could go on with lots more words and pictures than I have space for so I'll wrap this up with a recommendation: If you ever get out to Palm Springs and you have a half day to kill, or if you'd just like to make a day trip out that way, *go see the **Palm Springs Air Museum!*** There are over 70 flyable and static aircraft on display inside and out. (If you're hoping to see a specific aircraft when you visit, you should call ahead to make sure it will be there.) The hangars are all well laid out, the displays are interesting, the presentations are engaging and informative, the docents are extremely helpful, and the scope of the collection provides something for everyone. The best part is you can get right up next to these magnificent machines where you can feel the rivets, weathering, panel lines, and rib stitching, and you can smell the metal, oil and fuel.

But wait, there's more: PSAM is located just off the main runway at Palm Springs International Airport (PSP) so on the off chance you get tired of looking at vintage airplanes, you can spend some time watching the airport flight operations.

It's a very special experience and you can't go wrong. 

Photo 24: Part of the jet collection that had been moved from the jet hangar to the tarmac for a while.



Photo 25: More of the jet collection that's normally stored in the hangar.



Photo 26: Larry Wolf's speed brakes for his F-9F Panther (inset) compared to the real deal.



Photo 27: F-117 Nighthawk restoration project. This is what it looks like with the skins off.



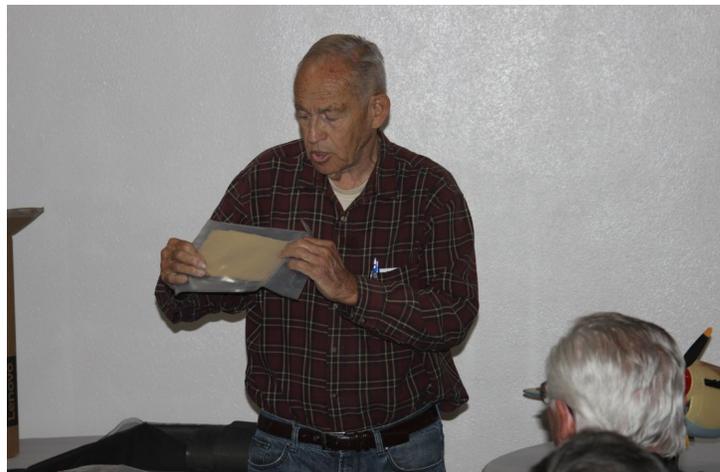
NOVEMBER 2021 SQUADRON MEETING

Commander **Sam Wright** ran the business part of the meeting with his usual skill and grace. He broke the news that he and his wife will be moving to the East Coast sometime around spring of next year. He also reminded everyone that it's time for Board of Directors elections. There were no nominations so there was no voting or elections. However, the members approved a motion to retain the existing Board until after Sam leaves and deal with it then. So, it looks like next year's Board will be the same as this year's (at least for now). **Tim Cardin** gave an OCMA update and reminded everyone that OCMA dues (\$125) are due in December. **Mike Greenshields** talked about the upcoming Holiday Party. A few other things were kicked around and then we moved on to Show & Tell. Here's how that looked:

Eric Puchalski showed some progress on the **Focke Wulf Fw-190A** project that he's working on with **Larry Wolfe**. This airplane was something of a barn find that belonged to a friend of Larry's who passed away. Eric offered to do the work to finish it up if Larry would provide some coaching. At this point, the airplane has been disassembled and evaluated to determine the best approach to get it finished up. Eric intends to campaign the finished model in scale events around SoCal. See the article beginning on **Page 13** for more details.



Larry Casey brought along a pile of carbon fiber material that he's trying to get into the hands of anyone who can use it. Over the years, Larry has accumulated more than a lifetime supply of this material and now he'd like to make sure it gets put to good use. He encouraged anyone who wants can use it to contact him and make arrangements to pick it up. He's not asking for anything in return other than he would like to see how the material was used. If you're interested, contact any of the board members listed on **Page 2** and they will tell you how to contact Larry.



November 2021 Squadron Meeting

Jaime Colley showed his BlitzRCWorks P-40 Warhawk project. As with many of Jaime's projects, this model started out as a perfectly good ARF that would be a prize in anyone's hangar—except Jaime's. The original paint scheme was some generic USAAF colors and markings. All of which Jaime sanded or peeled off and is replacing with something a little more to his liking. For paint, he's using Home Depot latex which he likes a lot but is prone to sticking to masking tape. The biggest challenge so far has been the checkerboard design on the stab and elevators. Jaime went into a lot of detail explaining how he accomplished this by using off-the-shelf materials to make custom paint masks. (Look for an article in a future *Scale Dimension* describing his process.)

Another interesting part of this project is the pilot bust. Jaime 3D printed this at home using files he downloaded from [Thingiverse.com](https://www.thingiverse.com).



David Coe has an ongoing love affair with vintage pattern ships and he brought along a beautiful two-meter **Dirty Birdy 2+2** that's powered by an O.S. Engines FSR108 two-stroke. David flew this model at a classic pattern event recently where he placed third. He considers this a legitimate scale model since it's a 122% scale version of Joe Bridi's classic 64" Dirty Birdy from the 1970's.

David said that the model has Joe Bridi's AMA number on the wing. He's not sure this particular airplane actually belonged to Joe but it certainly makes it unique.

David had another caution for the rest of the group about propeller safety. He described how he had put a hard plastic prop on the FSR108 and while starting it, the airplane surged forward and caught him in the stomach. The damage wasn't as bad as it could have been but it was certainly a reminder that we all need to be always on guard.



November 2021 Squadron Meeting

Sam Wright brought along two items to share. The first was an **E-flite Air Tractor 1.5m BNF** that he won in an auction at the Best in the West Jet Rally in October. This is a model of the full-size **Air Tractor AT-502B AG** plane. Sam said the model uses a 4C battery and had not been flown as of the meeting.

In addition to the Air Tractor, Sam showed the wing and some other details of a **North American F-100D Super Sabre**. This airplane has a 40" wingspan and uses a 90mm EDF for power. Sam talked about how he's refinishing the model by filling in some grossly oversized panel lines and removing the original paint and markings. He's using off-the-shelf **Sherwin Williams** nonshrink spackle to fill the gaps. The surfaces are being refinished with one coat of spackle (to fill all the major imperfections) followed by three coats of **Minwax Polycrylic**. Of course, there's lots of sanding between coats to make sure everything

comes out flawlessly.

Sam said the drop tanks will need some extra attention as they're a little rough right out of the box.

Sam is a big fan of **Wings West RC** paints and primers and that's his go-to for finishing this model. He'll be using Wings West white primer from a can followed by the final color and clear coat, also from Wings West cans. Markings are already on order from **Callie Graphics**.



ERIC PUCHALSKI'S FW 190 A PROJECT

by Eric Puchalski

This is Part 2 in a series showing progress on the resurrection of a partially completed Fw 190A "Butcher Bird." Part 1 of the series appears in the November 2021 Scale Dimension newsletter.

Just to recap: A couple months ago I talked with **Larry Wolfe** about finishing off a partially completed model of a **Focke-Wulf Fw 190 A "Würger"** ("Butcher Bird") that a friend of his had started but never completed. When the friend stopped working on the model it went into storage for a number of years and Larry said it would "need some restoration" before it could be completed. The partially-completed model had been in storage for a number of years before Larry got it so there was a lot to consider before committing to finishing it.

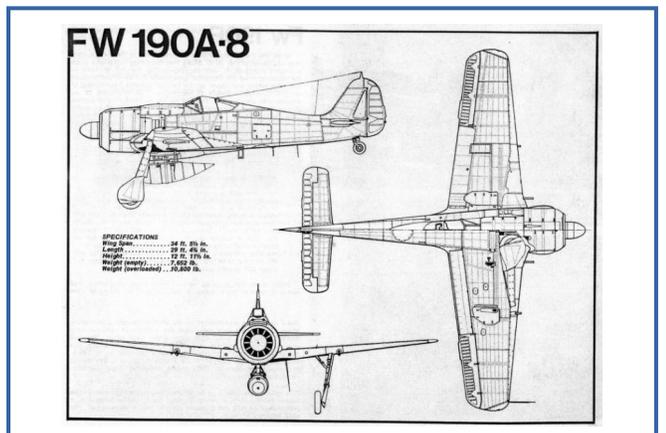
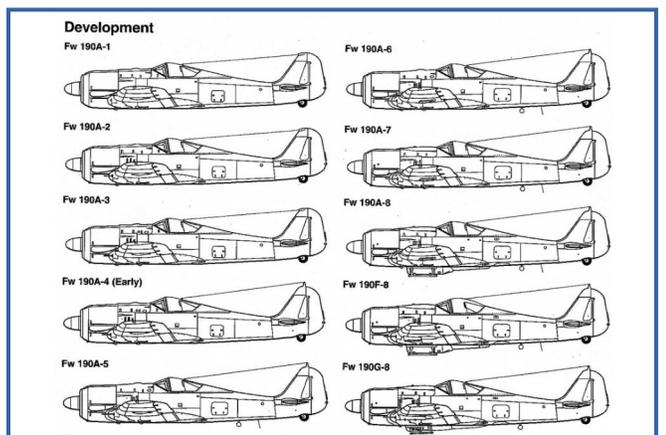
Last month I wrote about the project goals and where we were in the initial evaluation of the model. The first goal was to determine whether we even had a project. I'm happy to say that we do, but there's going to be considerably more work required than we originally guessed.

Documentation

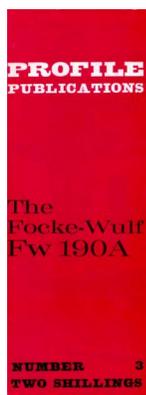
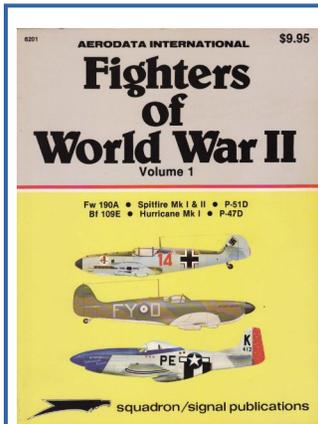
There's a wealth of information available on the Internet relating to the Fw 190. I found a dozen or so three-views (all of which claim to be 100% accurate but none of which match the others except in general outline), several photo "walk-arounds" of Fw 190s in museums, some plans for models of different sizes and propulsion methods, and several plastic kits in various scales.

In trying to determine which Fw 190 to build, the choices can be overwhelming. Larry suggested either picking a specific airplane and building a historically accurate model of that, or a selecting a particular variant and building a representative copy of that with generic markings. Frankly, given accurate documentation, it's as easy to do the former as the latter. And since the intent is to eventually fly this

Photo 1: Here's an idea of the general condition of the original model as Larry delivered it. All the major components are there but there's still a lot of work to be done.



A small selection of the documentation specific to the Fw 190 that can be had. I was able to find some of this online as PDF files as well as some inexpensive hard copies on eBay, Amazon, and Alibris.



Eric Puchalski's Focke-Wulf Fw 190 A Project

model in competition, it looks like we'll be modeling some lucky German pilot's favorite ride.

Nothing beats being able to get up close and personal with a full-size prototype of the airplane being modeled. It's unlikely we'll be able to find a vintage airframe that actually saw combat over Europe (unless we want to go to the Air & Space Museum in Washington, DC) so I think we'll do the next best thing. The **Planes of Fame** museum at Chino Airport has an Fw 190 A-8/N (**Photo 2**). Although this is a reproduction built in 2000, it was built to original factory specs and uses some original manufacturing dies. For our purposes, this should be close enough.

Choosing a Subject

The Butcher Bird was in production for a long time and there are many variants. By far the most common was the **Fw 190 A-8** with 6,655 built. The A-5 and A-6 variants are a distant second with 1,752 and 1,052 built, respectively. Given the components we have to start with for this project, we could build pretty much any of these but it looks like the A-8 variant will be the easiest to document. An added plus is that there are a ton of interesting color schemes to choose from.

Now all we have to do is agree on *which* A-8 it's going to be. That won't stop us from getting to work on the basics.

Current Status

We're approaching this project from the perspective of people who expect to fly it in competition. With that in mind, we disassembled pretty much the entire fuselage and stripped the wing of all mechanical components. We examined the **ASP 61 2-stroke engine (Photo 3)** and looked at the servos, pneumatic system, and linkages. There was no fuel tank so there were no decisions required there. Overall, we

Dave Platt's nicely designed Fw 190 A-8 wing plan. I have a full-size set of these plans which I rescaled to the 64" needed for this project. I'll then send the rescaled rib and flap outlines to my friend's friend for laser cutting.

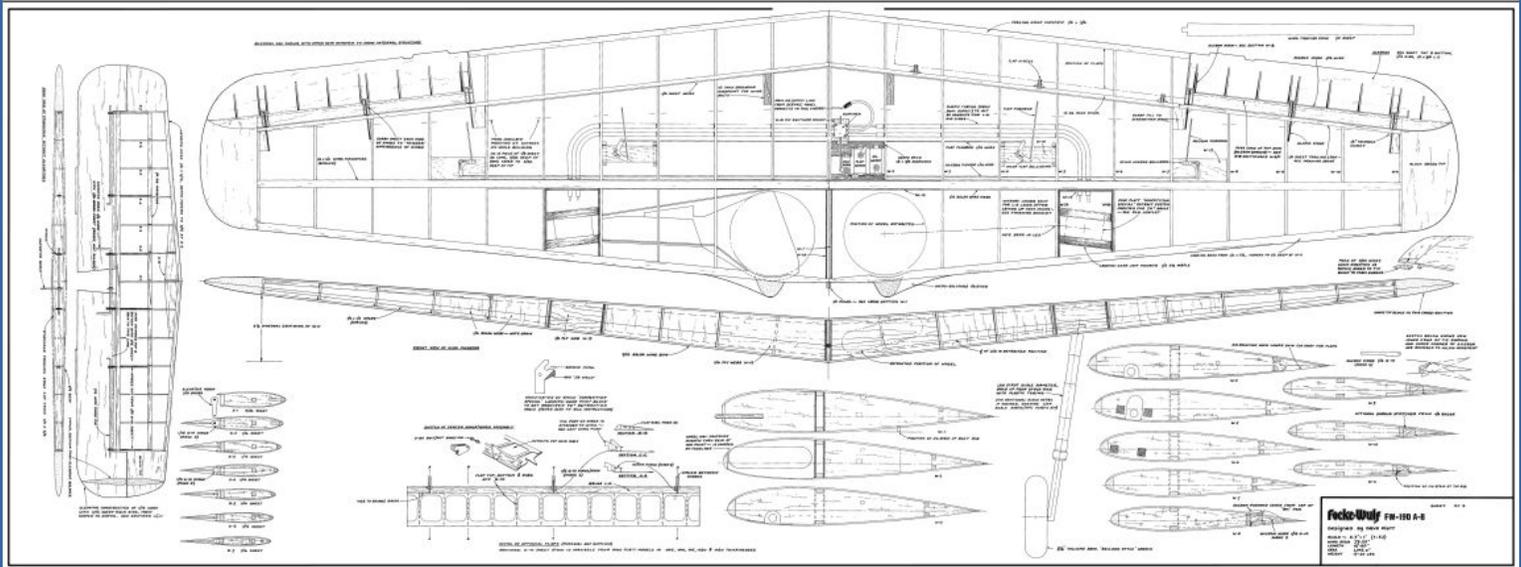


Photo 2: Fw 190 A-8 at Planes of Fame museum in Chino.



Photo 3: ASP 61 2S engine as it was originally installed. We're replacing this with an O.S. FS-91 4S.



Eric Puchalski's Focke-Wulf Fw 190 A Project

decided that due to age and something other than optimum storage, there's not much worth salvaging other than the fuselage, horizontal stabilizer, a couple fiberglass parts, and the landing gear retract mechanisms.

Build Strategy

During our evaluation of the model, we determined that the fuselage is very definitely salvageable but the wing is not. There's just too much water damage, split joints, and dry rot to make the wing reliable. So, it looks like we're building a new wing from scratch.

After several hours searching, we have still not been able to identify the original designer of the model. There are several designs for Butcher Birds out there but none of them have a 64" built-up wing with a fiberglass fuselage. There are no markings on the parts we have that indicate the designer. However, I was fortunate to find a set of drawings from **Dave Platt** in my collection for a 79" wingspan A-8. These can be scaled down to the target 64" and will make an excellent replacement for the wing.

I'm also fortunate in having a friend of a friend who has a laser cutter. This will make it possible to have the ribs and other shaped wing parts laser cut rather than depending on my somewhat undependable fingers. (It will also save one or two of my fingertips, I'm sure.)

Larry and I also discussed using the **ASP .61 2S** engine that had been installed in the model (**Photo 3**) and decided against it for a couple reasons. First off, it's an old engine from a company that's no longer in business. It needs to be overhauled, but it will be difficult to find parts needed to make it serviceable. Second, a model like this deserves a voice other than that produced by a 2S nitro engine. So, the most likely candidate for power is an aged but strong and reliable **O.S. Engines FS-91 Surpass** that should provide plenty of power and a more acceptable sound. This may change to a 2S gas powerplant at some point, if I can find one cheap.

So, the overall strategy is pretty simple: We'll finalize the goal for the finished airplane, rebuild the fuselage, build a new wing, and go fly!

Work To Date

It sounds like nothing has been done to move this project along. That's not entirely true. First, we looked through the parts and determined that we're definitely going to build an A-8 variant. In addition, I removed, overhauled, and tested the retracts (**Photos 5 & 6**). These turned out to be a

Photo 4: Tons of space in the fuselage will make radio, fuel, and pneumatic systems installations easily accessible.



Photo 5: Installed Rom-Air retract assembly showing primer overspray that was binding the mechanism.



Photo 6: Retract units ready for use after disassembly and overhaul.



Photo 7: Servos as installed in the wing center section. Note the heavy primer overspray.



Eric Puchalski's Focke-Wulf Fw 190 A Project

brand new set from **Rom-Air International**. They had been hit with a lot of overspray when the wing was primed with the mechanisms left unmasked. But they cleaned up nicely and seem to be working OK now.

We also decided to replace all the servos with new ones. Like the retracts, the servos in the wing had received a lot of oversprayed primer and were binding quite a lot (**Photos 7 & 8**). It's easier just to replace those than to try to clean them up. We'll be using an oldie-but-goodie **Airtronics RDS8000** transmitter and eight-channel receiver to drive everything.

With all those decisions out of the way, I can now get to work reassembling the fuselage and building the new wing.

Lend a Hand

As I've mentioned several times, I'm using this project as an opportunity to learn more about aspects of scale model building where I'm admittedly weak. So I'll be doing most of the heavy lifting on this project while Larry will be providing coaching and encouragement. If you have an interest in what we're doing and you'd like to help with any part of the project or have suggestions about how to proceed, please feel free to contact Larry or me and we'll find a way to use your talents.

For example, I was talking with **Tim Cardin** recently about this project and he mentioned that he has an extra set of landing gear and covers that might fit (**Photo 10**). It turns out his gear is too large for this model but they do provide some great detail if we decide to build a set from scratch (**Photo 11**).

That's about it for this month. I'm now a year into my retirement and things have settled down a lot since this time last year. I'm finding a lot more time to spend on my modeling activities and I'm looking forward to lots of progress on this project over the holidays.

I'll keep you posted...



Photo 12: Like everyone else who has ever built a scale model, I have a picture in my head of what this one will look like when it's done. With any luck, it'll at least resemble this.



Photo 8: We decided to replace these rather than try to clean them up..



Photo 9: Landing gear installation in the left wing.



Photo 10: Comparison of original landing gear with that provided by Tim Cardin from a larger model..



Photo 11: Landing gear detail that can be used for reference when building a set from scratch.



A DAY AT THE FIELD

Ruben Zadoyan brought out his 90" P-51 **Mustang** *Petie 2nd*. The model is an ARF from Phoenix Model. Ready to fly, it weighs in at about 12 lbs., has pneumatic retracts, and is powered by a DLE 55. Ruben says the model flies very nicely and he's obviously very comfortable with it as he makes it look like the real thing in the air.



Michelle Nolan's Lockheed T-33 **Shooting Star** is modeled after a Boeing chase plane. This model originated as a Freewing T-33 but Michelle completely redid the paint and topped it off with markings from Callie Graphics. She also added LED navigation lights which really help a lot when the airplane gets out in front of the hills. Power is an 80MM EDF that delivers 3+ minute flights.



A Day at the Field

Don Aitken regularly flies his 1:4 scale **Sopwith Pup** that was built from a Balsa USA kit. Don built this model in 2014 and has flown it frequently at scale events and as an everyday flyer.



On any particular day there's no predicting what people will bring to the field. There are, of course all sorts of sport models, but with the availability of scale models in ARF, RTF, BNF, EPF, EDF, etc., there's no telling what scale models will make an appearance. Here are a few examples of what you can expect on any given day.



MONTHLY MEETING NIGHT

**Monday
December 13, 2021
7:00pm**

The December 2021 Meeting is On!

As in the past the December meeting will focus on the **Scale Squadron Holiday Dinner**. Members and their spouses (or other “plus ones”) are invited to join us in a holiday celebration and enjoy the camaraderie and food from **Stonefire Grill**. *If you haven't RSVPd this event, please do so ASAP to **Mike Greenshields** or **Ed Woodson*** so they can have a fairly accurate headcount for the Stonefire people.

There will be no general business or **Show & Tell** at this meeting but there will be a raffle of special prizes for those who brought items for the monthly Show & Tell over the previous year. There will also be a number of gift basket prizes for spouses and others (who, for some reason or other may not be interested in model airplanes, battery chargers, servos, etc.).

Meeting location is the **Green Valley Adult Clubhouse**. The address is:

**17250 Los Jardines West
Fountain Valley, CA 92708**

Directions from the South:

- From **I-405 North**, exit at **Euclid**
- Turn **Left** onto **Euclid** at the offramp
- Turn **Left** onto **Slater**
- Go **past Los Jardines East**
- Turn **Right** at the light onto **Los Jardines West**

The Clubhouse is on the right about a half block past the school on the left.

Directions from the North:

- From **I-405 South**, exit at **Brookhurst North**
- Merge onto Brookhurst and turn **Right** onto **Slater**
- Turn **Left** onto **Los Jardines West**

The Clubhouse is on the right about a half block past the school on the left.

UPCOMING EVENTS

Special Note Regarding Events

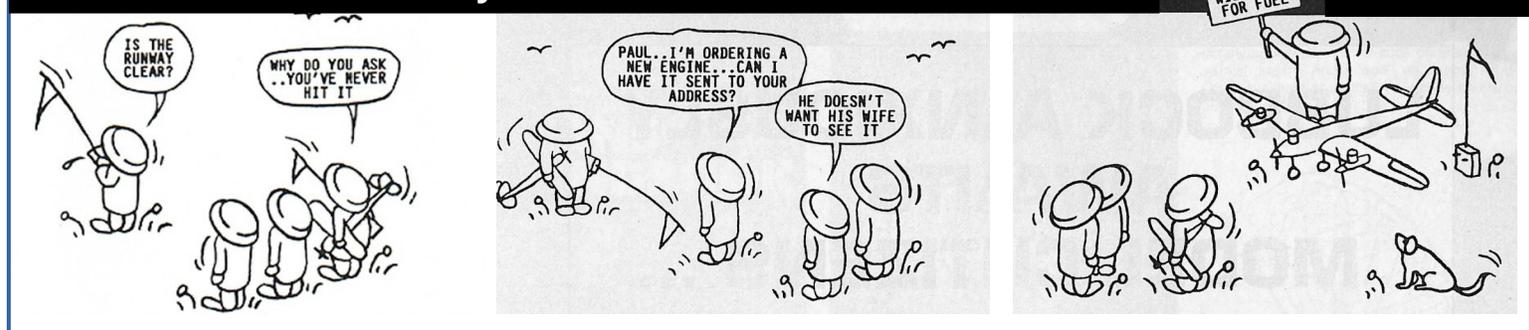
A list of upcoming scale events that are easily reachable from Southern California is included here. We encourage everyone to participate in as many of these events as possible in order to show support for clubs that have gone through the same difficulties that the Scale Squadron has experienced recently. Remember that when you attend any of these events, ***you are an ambassador of the Scale Squadron.*** Be sure to mention your affiliation with the Scale Squadron and represent us well! (Also, bring back lots of photos and get them off to **Eric Puchalski** so they can be included in the next newsletter.)

Date	Host & Location	Event & Summary
Jan 15-16, 2022	Coachella Valley RC Club Thermal, CA	10th Annual Desert Warbirds Event open to all warbirds and Golden Age aircraft, including turbine jets with waiver. \$30 pilot fee (includes both days). Awards on Saturday, open flying on Sunday. Proceeds help benefit our wounded veterans. Grab your warbirds and join us!
Jan 24-26, 2022	Sun Valley Fliers Phoenix, AZ	Winter Warbirds 8 Warbirds of all eras in military schemes will be flown. WWI to modern jets, static & performance awards for all eras.
Feb 19, 2022	Pomona Valley Model Airplane Club Chino, CA	Eliminator Air Racing This event will be our opening event of the 2022 Eliminator Air Racing Series. We will be featuring 3 classes. An entry level "Run What You Brought" class, Warbird Silver – the most competitive class, and Warbird Gold – the fast class.
Mar 18-20, 2022	One Eighth Air Force Las Vegas, NV	Gunsmoke 2022 Overnight parking available Thursday - Saturday night, call to reserve a spot. Trailers can be left overnight, security by club. All classes will be judged. \$40 entry. Static Friday - Saturday AM

Errors & Omissions:

If you note any errors in any information in this list or the flyers on the following pages, please contact **Eric Puchalski** or any of the members of the Scale Squadron Board of Directors. If your club is hosting a scale-themed event that's not on this list, contact Eric to get the event added to the list. If you have flyers, an informational website, or online registration page we would be happy to include that in this section as well.

Remember the Microhenrys...



GunSmoke 2022

A Scale Masters Qualifier

Hosted by the One Eighth Air Force March 18, 19, 20, 2022

Competition in 5 classes
Expert, Team Scale,
Advanced, Pro Am Pro,
Pro Am Sportsman

+++++

Friday: Static Judging
10AM to 3PM

Late Arrival Static Judging
Saturday 8:00 AM.

Sat & Sun: Flight rounds
8:30AM to 3PM

+++++

Awards Ceremony Following the Flight Rounds
Sunday

Entry Fee: \$40

Spectator Parking \$6.00 per Vehicle

Overnight Parking available by

Reservation, Thursday, Friday & Saturday night
ONLY

Food at Concession Stands
available Sat & Sun

Pizza & Wings Friday Night

+++++

Contest Director: Paul Goldsmith 602-323-7753 PT19Nut@aol.com

Asst. C. D. Noel Hunt 586-799-3041 rcstrutter@gmail.com

1/8 TH Air Force Commander: [Jim Spice](mailto:JimSpice) 224-374-2696 coptercptn@gmail.com

John Geyer 1/8 TH Air Force Liaison: 602-810-1767 jegever@centurvlink.net

www.uscalemasters.org + www.oaaf.org +

www.azmodelaviators.com



F4B

Advancing & Promoting the Hobby of Remotely Controlled Scale Miniature Aircraft

Many people from all walks of life find it fascinating to produce a miniature working replica of a full-size object, be it a doll house, sailing ship, or operating steam locomotive. In our case it is our passion for flying machines that motivates Scale Squadron members.

Today as scale modelers we pursue nearly every possible aviation subject with the confidence that not only will our project be successful, but that it may well outperform that of its full-scale counterpart.

Squadron members delight in the pursuit of authenticity for scale projects. This requires research and documentation of specific aircraft and their variants.

Many of the flying replicas thus created are of Museum Quality and our members take to the skies with these flying miniatures regularly and successfully.

On the other hand, not everyone wants to make a scale masterpiece. That's OK, too! Whatever pleases you is what counts. Whether you are kitbashing, volunteering at charity aviation events, or making molds from scratch for Scale Masters or AMA National Championship competition scale aircraft, Scale Squadron is a club that embraces all facets of scale aviation R/C modeling and the related community.

Scale Squadron Club Meetings are held on the

second Monday of each month at:

Green Valley Adult Clubhouse
17215 Los Jardines West
Fountain Valley, CA.

Meetings start at **7:00PM** and last about 2 hours.

Our meetings throughout the year include the usual club business as well as Member Show & Tell, Modeling How-Tos, Aviation and Industry presentations, and good ol' time social gathering to help enlighten and encourage our membership to push the boundaries in the art of Miniature Aircraft Replication. Visitors are always welcome. All members and visitors alike are encouraged to bring their latest scale models and projects!



JOIN US!

Membership Requirements

Membership in the Scale Squadron is open to all Academy of Model Aeronautics (AMA) members who are interested in safe formal and informal flying, including the research, building, and flying of Scale R/C Miniature Aircraft.

Membership Annual Dues are \$30.00 covering January 1 through December 31. Membership begins after verification of your current AMA membership card, your FAA Small UAS Certificate of Registration, and receipt of Scale Squadron membership dues.

The Scale Squadron Board reserves the right to deny or delay new membership approval.

Membership Benefits

Membership in the Scale Squadron includes:

- ◆ A subscription to the *Scale Dimension* monthly online newsletter.
- ◆ Squadron membership card and name tag.
- ◆ Advance notice of scale aircraft events.
- ◆ Annual Holiday Banquet for members and one guest.

Membership Meetings

Meetings are the second Monday of each month at 7:00pm. The December meeting includes the Annual Holiday Banquet and raffle drawings for anyone who presented a topic at any of the monthly meetings.

See the *Who We Are* section of this issue for details on the meeting location.

How to Join

If all this sounds like something you would like to be a part of, you can join us in a couple ways:

1. See the last page of this issue for a membership application. Fill out the form and submit it along with the required supporting documents.
2. Use the [Online Form](#) on the Squadron's website to provide basic information and pay the membership dues. A copy of the online form will be sent to you via email. Print this out and submit it with the required supporting documents.

How to Submit Your Application

All membership application submissions must include:

- ◆ A hard copy of the membership application form
- ◆ If the membership dues were not paid online then include a check for \$30.00 made payable to "Scale Squadron." Dues are not prorated if you join after January 1.
- ◆ A photocopy of your AMA membership card
- ◆ A photocopy of your FAA Small UAS Certificate of Registration

Mail these to:

Scale Squadron Membership
PO Box 8074
Fountain Valley, CA 92728

You will receive your membership card and instructions for how to obtain your key to the OCMA field by return mail in about a week.

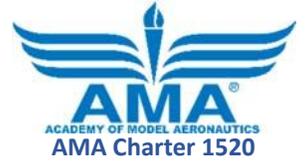


SCALE SQUADRON OF SOUTHERN CALIFORNIA

THE SCALE SQUADRON
OF
SOUTHERN CALIFORNIA



MEMBERSHIP APPLICATION



Membership in the Scale Squadron is open to all AMA members who are interested in safe, formal, and informal flying, including the research, building and flying of Scale R/C Miniature Aircraft. Membership Annual Dues are \$30.00 covering January 1 through December 31. Membership begins after verification of your current Academy of Model Aeronautics (AMA) Membership Card and receipt of Scale Squadron membership dues. Membership in the Scale Squadron includes a monthly newsletter and Squadron name tag. Meetings are the second Monday of each month at 7:00pm.

NEW RENEWAL Recommended by _____ DATE _____
Name _____ Spouse _____
Address _____ City _____
State _____ Zip Code _____ Email _____ Birthday _____
Home Phone _____ Work _____ Ext _____ Mobile _____
AMA# _____ FAA _____ USSMA _____ FCC/Ham _____ EAA _____

MODELING INFORMATION

Years in R/C _____ Modeling Level: New Intermediate Expert Need Help

Interest Area: WW1 WWII Golden Age Civilian Vintage Jets

Private or Commercial Pilots License & Type Rating _____

Are you interested in Scale Competition? Yes No Would Require Assistance

How did you hear about the Scale Squadron? _____

GENERAL INFORMATION

Meeting Preferences. Check all areas that you would like to see at the monthly meetings

How To Videos Guest Speakers Scale Techniques Scale Contest Prep

Your Ideas _____

Would you be willing to assist at Scale Squadron Events? Yes No Maybe with Help

Registration Gate Flight Line Judging Scoring Cooking

Comments _____

NOTICE: This information is only for the Scale Squadron Data Base and will not be shared or sold to any outside agencies. Your information may be used in a Scale Squadron Membership Guide available only to paid members.